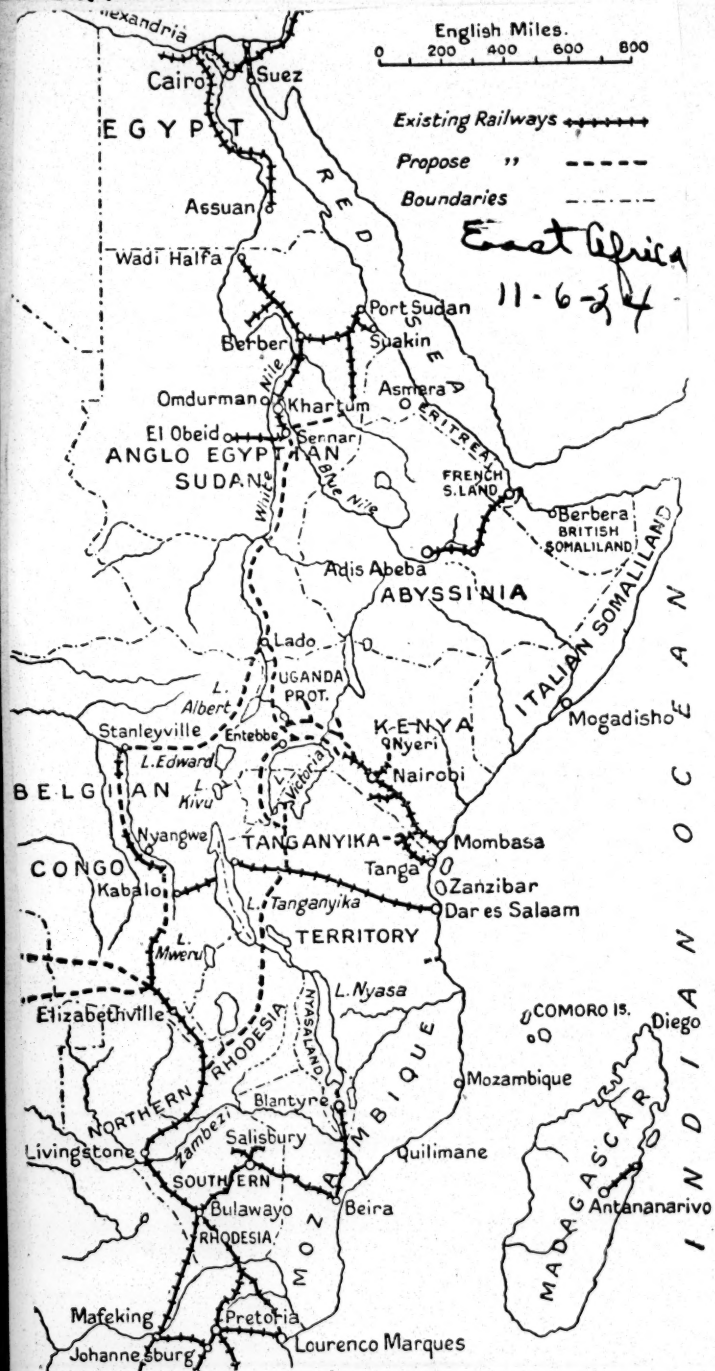


Africa - 1924.
Current.



Africa—1924
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MIGRATION TO AFRICA AGAIN PROPOSED

News dispatches tell of another attempt to get all of "our folks" interested in a trip to Africa where they will be allowed to help the Countries of Liberia, Haiti and Abyssinia to become world powers. The redoubtable Marcus Garvey figures in these dispatches to a great extent and they come perilously close to the dispatches telling of his plea to the white South to encourage this newest exodus of the Negro.

By now the thinking people of the country have tired of Garvey and the blatant schemes of his for the coining of easy money. They have begun to realize that their future lies not so much in going to Africa, where they will as he says "be free to carry on their own affairs in their own way" as it does in living here in America and making the best of the opportunities that are evident on every hand here.

Dallas Express
America now is the best country in the world as far as we can see. It has its unfortunate and unfavorable sides it is true. But what country is there which does not have them? It contains prejudice of the most virulent sort and some of the most frequently met features of it are savage in the extreme but it does offer the needed opportunity for the growth and development that we need most at this time.

Garvey speaks so often of building great financial projects in the countries to which we will go. Those same projects can be fostered here and in reality must be reared here if they would be guaranteed in those new fields which he says that we should seek.

5-3-24
Migration to Africa may appeal to the more credulous among us. But those who think clearly will be convinced that if we are failures in a commercial way here we most likely will be the same there. It does not stand to reason that we would change miraculously in so short a time.

In the meantime as we think of the things that we hope to do and become in the days to come, let us realize that if we cannot succeed in America with them we will not succeed in Africa where the problems will be of a totally different nature. Even Garvey himself falls under the operation of this same rule. If he has not made a success of the Black Star Line and the allied concerns that he has fostered here, there is no reason to feel that he can or will make a success of them in another place whose customs he does not know.

Liberia and Abyssinia need help it is true. But if we have not as yet been able to solve our own problems of the simplest sort for ourselves, how can we hope to be of any real service to those who have already by their own efforts done better than we?

Africa — 1924.

Current.

LOS ANGELES CALIFORNIA TIMES
JANUARY 4, 1924

BUYS NEGRO EMPIRE SHIP

*Eliphalet Lewis Purchases Noted Nile in Which to
Take Race Back to Found Nation*

Purchase of the steamer Nile, famous on the Pacific for exciting episodes in China trade, by the Liberian Transportation Steamship Company and Church of God Line was announced at Los Angeles Harbor yesterday by Rev. J. Eliphalet Lewis, ebon-hued president-general of the company and also bishop of the Church of the Living God and likewise director-in-chief of the Ethiopian Promoters of the World. The Nile will sail from this port within the next ninety days, Mr. Lewis said, for Monrovia, west coast of Africa, in the establishment of a direct passenger and freight line between the two ports.

Consideration in the purchase of the Nile was announced by Mr. Lewis yesterday as being \$80,000, of which amount he says he already has paid \$30,000. She was bought from an Oakland junk firm, Learner & Rosenthal, which concern June 19, last, paid \$47,800 for the ancient trans-Pacific liner at a United States marshal's sale.

Mr. Lewis said yesterday that he had obtained the Nile after sharp bidding with representatives of the Mexican revolutionists, who, he said, were anxious to buy the craft as a fighting ship.

"We were favored, however, on account of the ambitious plans we have for the salvation of the black race," he said. "The destiny of the black race lies in its people being returned to their homeland—Africa—and the salvation of the black man in America will be brought about by the Nile and the Church of God Line."

The Nile, which will be the first ship to fly the flag of the Republic of Liberia, will be shifted from British to Liberian registry at this port just before she sails on her initial voyage. The auspicious ceremony will be held at Los Angeles.

The Nile, outbound, will carry Afro-Americans back to the homeland, says Mr. Lewis, and on the return voyage will bring gold, platinum, silver and precious stones, with which he says Liberia abounds, to Los Angeles. The chief purpose of the enterprise, he explains, is to take every negro out of America to Liberia, and there to build a new commercial empire.

The Nile, a steel passenger and cargo vessel of 14,000 tons dead-weight capacity, is 420 feet in length, and was built at Glasgow, Scotland, in 1893.

Her purchase marks the culmination of more than seven years of effort on the part of Mr. Lewis to establish the Church of God Line. He first built the Ark of the Living God—it sank at the launching ceremonies. He bought the motorship Angel, and defaulted on final payments. Later Mr. Lewis made several attempts to buy United States Shipping Board

monies will be presided over by Oscar Hudson, Liberian Consul-General at San Francisco. craft, and a few months ago announced that he had purchased the old ex-navy collier, Brutus.

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